Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1864

Name: 12017/MD 24 over KELLOGG BRANCH

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES MHT NO. HA-1864
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 12017

LOCATION
Road Name and Number: MD 24 over Kellogg Branch
City/Town: Rocks X vicinity
County: Harford

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
___ NR listed district _ NR determined eligible district
___ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge 12017 carries MD 24 over Kellogg Branch in the Rocks State Park area of central Harford County. MD 24 runs in a north-south direction at this location; Kellogg Branch flows west-east. The area, part of the Piedmont physiographic province characterized by variegated terrain, is heavily wooded and used primarily for recreation.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge 12017, a single-span concrete beam structure, has a clear span length of 21'-6", and a total bridge length of 22'. The 22' wide roadway, covered with asphalt, carries two lanes of traffic. Steel W-beam guardrails are attached to the concrete parapets. The substructure consists of concrete and stone abutments and concrete wing walls. Inspection reports from 1932 and 1959 note that the bridge abutments incorporated stone masonry walls with concrete extensions. Photographs dated January 1995 indicate that the original abutments may have been recently replaced or encased in concrete. The bridge conforms largely to the 1912 standard.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

Notations in inspection reports from 1932 and 1959 mention that stone abutments were extended with concrete, indicating that the c. 1917 concrete girder structure partially replaced an earlier bridge. In 1990 a headwall puncture was repaired. As-built drawings dated 1993 illustrate the proposed replacement of the existing deteriorated exterior girders and widening of this bridge in order to improve safety. Recent inspection reports and current photographs confirm these repairs and depict the replacement of the eastern parapet.

HISTORY

When Built: c. 1917/1993
Why Built: Statewide road improvement programs and local transportation needs
Who Built: Unknown
Who Designed: Unknown
Why Altered: Structural needs/safety

Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Harford County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Harford County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

No. Although the replacement of the eastern parapet appears to incorporate materials compatible with the original structure, the use of stone for the substructure does not conform to concrete beam bridges constructed during the late 1910s.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. The bridge does not retain integrity of the majority of its original super- and substructure elements. Further, according to the description of concrete beam bridges in the historic context, the primary character defining elements of a concrete tee-beam bridge's substructure generally consist of concrete abutments, wing walls, and piers. Therefore, the stone abutments, wing walls, and pier do not conform to this standard.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

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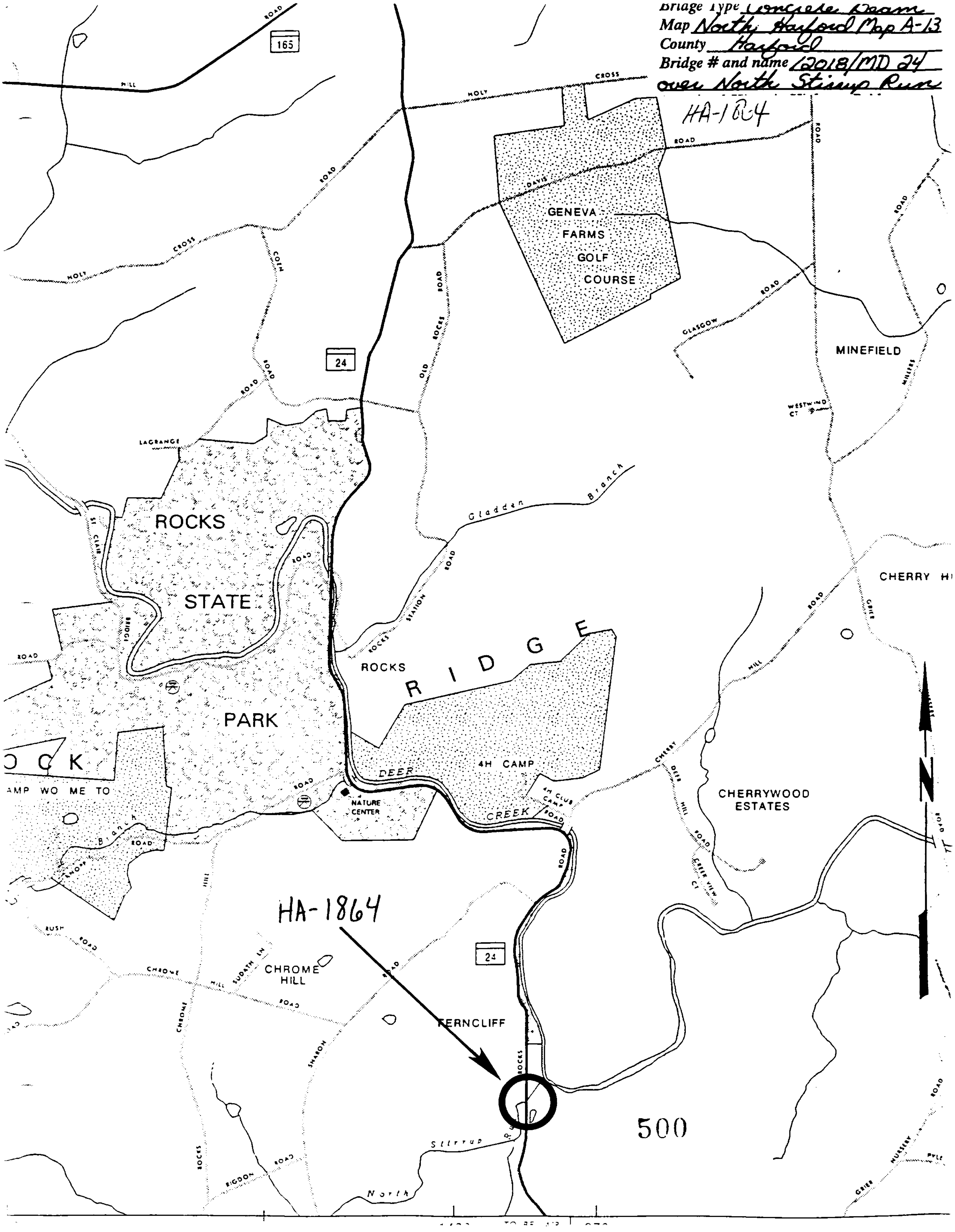
SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Bridge Type Concrete Beam
Map North Harford Map A-13
County Harford
Bridge # and name 12018/MD 24
over North Stirrup Run

HA-1864



HP-1364

HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE #2017 OVER KELLOGG BRANCH

- VIEW LOOKING SOUTH ON MD ROUTE 24

1/4

HP-1864

HARFORD COUNTY MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE 12017 OVER KELLOGG BRANCH

- VIEW LOOKING NORTH ON MD ROUTE 24

2/4

HA-1864
HARFORD COUNTY, MD
JOHN TARQUINIO
23 JAN 1975
~~MARYLAND SHPO~~ SHA
- BRIDGE 12017 OVER KELLOGG BRANCH
- VIEW LOOKING WEST

3/4

HA 1864

HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1915

~~MARYLAND SHPO~~ SHA

- BRIDGE 12017 OVER KELLOGG BRANCH

- VIEW LOOKING EAST

4/4